

PRICE, \$2.50 PER MONTH

Business Notices



W. JACKSON. *Manager.*

MONTHLY PAYMENTS ACCEPTED.

PENINSULAR & ORIENTAL STEAM
NAVIGATION COMPANY

A serious epidemic is reported to be raging at Nanking.

The Formosa-Japan cable was to have been opened for public service on the 15th inst.

The new graving dock at Vladivostok has a length of 550 feet and a breadth of 112 feet.

The Tanjong Pagar Dock Company, Singapore, is advertising for an Assistant Manager.

POLLARD's Lilliputians, in spite of the intense heat, have been enthusiastically patronised at Shanghai.

There are now two ice-breakers at Vladivostok—the *Silvich*, which is the old one, and the *Nadezh*, which is the new one.

The many friends of Mr and Mrs E. C. Pearce (survivors of the *Aden* disaster) will be glad to know that a telegram was received in Shanghai on the 15th inst. announcing their safe arrival in London.

The Ching Chong match factory was partially destroyed by fire at Shanghai on the 15th inst. Forty-five native houses were destroyed. The factory was insured for Tls. 30,000, and the houses for Tls. 3000.

The French cruiser *Desaix* left Shanghai on the 12th inst. for Choochow, where she is to take on board M. Géraud, French Minister to Peking, who is on his way home on leave, and convey him to Yokohama.

The *Tenent Mori*, of the Osaka Shosen Kaisha, which left Kelang early in June for Formosa coast ports, has not since been heard of, and the Government steamer *Katsuyama Maru* was sent out on the 30th ult. to search for her.

TIENTSIN has been experiencing hot weather. Here is the record for the first week in July, with the figures for the corresponding week in 1896—

July 1. 2. 3. 4. 5. 6. 7.
1896: 81° 84° 80° 83° 87° 89° 87°
1897: 93° 85° 92° 95° 94° 89° 99°

The Report of the Yokohama Engine and Ironworks, Ltd., for the year ended 31st of May last, shows a net profit, including 831,015 brought forward, of \$114,041. An interim dividend of 10 per cent. has been paid, and a final dividend of 20 per cent. has been declared.

In recording the decision of the Privy Council in the *Normandie* case, the *N. C. Daily News* says that unless the owners of the *Normandie* accept the judgment of the Privy Council, the owners of the *Peilin* will now have to proceed with their suit against the *Normandie* in Hongkong.

BRIEVE-GENERAL de Badons, commanding the 3rd and 4th Military Districts in Upper Tonkin, was drowned in the Clear River the other day whilst on an inspecting tour. He was proceeding from Thanhuy to Hanoi when the native craft in which he was travelling with Commandant Nouvel was overturned. The river was in flood, and the General was swept away by the strong current. A trawler who attempted his rescue was also drowned, but Commandant Nouvel succeeded in reaching the bank. When our latest exchanges left Hanoi neither of the bodies had been recovered. General de Badons was only 50 years of age. He belonged to the marine infantry, and was in Tonkin as a Colonel in 1892.

We understand that M. Doumer, the Governor-General of Indo-China, has issued a confidential order to the Departments throughout the Provinces under his control to the effect that all future Japanese "missions" of enquiry are to be received coldly and are to be discouraged. Some weeks ago, it may be remembered, we called attention to the outcry in the Tonkin press against those Japanese missions, and commented the French Colonists. The Japanese found their sojourn in the French Colonies very enjoyable. At first, they were received with all the cordiality and courtesy for which the French are proverbial, they were given free quarters, travelled gratis throughout the Provinces, were dined and fêted and ordered over, and, in fact, had a pleasant holiday at the expense of the hospitable Frenchmen. This was all right as long as the mission consisted of Japanese gentlemen and a limited staff, but when Japanese pseudo-journalists and all sorts and conditions of men formed themselves into "missions" to visit the French Colonies, spending nothing themselves but living at the expense of their hosts, it was time to call a halt. Future Japanese commercial, political and military missions will be received coldly in Tonkin. No longer will French residences, French railways and French vessels be placed at their disposal. No longer will the French of the Occident receive the French of the Orient with open arms and generous hearts. If the lively little Japs wish to have a holiday in Tonkin he will have to pay his like the ordinary common-places tourist, for the French have decided, like ourselves in Hongkong, to discourage the world-circling "deadbeats." We congratulate M. Doumer on his very sensible order. The Japanese have a keen commercial eye for the main chance, and give our foreigner little for nothing. They require retaliatory treatment.

Private Messrs. Messrs. (see model) Messrs. and Messrs. of all kinds. W. Robinson & Co.

The maximum temperature recorded at Shanghai on the 16th inst. was 99.6 Fahr.; the minimum 79.2. At Sincow on the 14th the maximum was 102.

Mr J. R. Barclay, of the Diocesan School, left to-day for the North, to take up the appointment of English Master in the Imperial Shu Chai College at Nanking.

There is general regret at Shanghai over the news that Mr H. F. Brady is transferred to Samshu on the West River, to which new post he goes as Consul. Mr Hosie goes to Wuchow on the same river. Mr Pittsford returns from Chinkiang to Shanghai. So reports the *N. C. Daily News*.

Yesterday, Inspector Butlin had an interview with an old acquaintance—a Chinese man who was brought to the Station charged with stealing a coat. About eleven years ago a large gang of pirates was arrested at Deep Water Bay, and the prisoner was one of those arrested by the Inspector. The men were each sentenced to seven years' imprisonment, with hard labour, and to be twice whipped. The prisoner was also amongst a chain gang working at Lapsanwan, some of whom managed to make their escape. For the capture of some of the prisoners Inspector Stanton received his second class medal. At the Magistrate's court, the man was sentenced to six months' imprisonment.

Dr Muirhead completes his fifth year of service at Shanghai on the 25th of next month, and it is proposed to present him with a memorial of the event, for which subscriptions, limited to 82, are invited. Although the 26th of August is Dr Muirhead's Jubilee Day, the public commemoration of the event is to be postponed to the 25th, as a committee has been formed to make the necessary arrangements, consisting of the Rev. G. H. Bondfield, the Rev. Dr Farnham, Messrs A. H. Harris (Hon. Sec.), and R. W. Little, the Rev. F. L. Hawks Pott, Mr J. L. Scott, the Rev. Dr Stevens, and Mr C. Thorne. The subscription list will be found at the principal Banks, Stores, etc.—*N. C. Daily News*.

You will remember (writes the Tientsin correspondent of the *Mercury*) that in October last I wrote and told you that Mr Geo. Wilson, who through Dr Dudgeon, thought he had secured the Hankow-Peking line, and I also told you that he had secured the Jehol Gold Mines monopoly. Well, he went home, and I am now told that he sold the latter concession for £370,000, and it is said that Mr Wilson, M.P., has put this business through, and turned it into a company. I hear that Li Hungchang has had a finger in the pie. Well, so far this appears all right, but it is not, like everything Chinese there seems to be a hitch in the matter, and I learn from Peking, that the Chinese have repudiated the whole affair. [This apparently refers to the great London Company to which we referred some time ago.—*Ed. C.M.*]

The Tientsin correspondent of the *Mercury* writes that Mr G. Dudgeon, who left here some time since for your port, is on some mission concerning Formosa, in which Sheng Tsai and Chang Yonnie are interested. Mr Dudgeon goes home as Japan, and I am told, he will, whilst there, take a run up to Tokyo on business for Li Hungchang. He has been commissioned, it is reported, by Viceroy Wan Shou Shou, and our Prime Minister, to arrange about the Tientsin Cotton and Woolen Mills, the capital of which is to be £1,000,000, and not as was stated £300,000, that turned out a miserable failure. I hear from the natives, who ought to know, that Mr Dudgeon and Wang Changji are to raise the capital—so Messrs Dudgeon and Colquhoun's trip here has not been in vain after all.

The overdue British ship *Mutterhorn*, from Hongkong, arrived at San Francisco on the 31st of May, after a voyage of 114 days. Capt. Williams explains that before leaving Hongkong he had decided to take the route via Australia, and had informed the owners in London to that effect. Why he should have chosen that route is not known, unless it was to escape the storms frequent at this season in the China Sea. His choice of the southern route led to a voyage of 114 days, though vessels frequently make the trip from Hongkong by the northern route in forty days. Even by the Australian route seventy-five days is a liberal allowance for the voyage, but Captain Williams met baffling winds that detained him, and finally found it necessary to beat north again to reach the north-western trade. The non-arrival of his vessel made it necessary for 16 per cent re-insurance to be taken out in London on the 15th May.

Writing on the 10th inst. the *Amoy* correspondent of the *N. C. Daily News* says:—Last week Amoy got caught in the outer northern circle of a cyclone followed by a series of strong south-westerly gales accompanied by deluges of rain. Steamers were delayed and telegraphic communication interrupted for several days. The Douglas steamer *Thaï* could not get to Taiwan, and had to take shelter for nearly a week in the Pescadore. The barque *Cebu*, also on its way to Taiwan, after leaving about vainly and in much jeopardy for some time, had to put back to port. Unfortunately, the experienced skipper of the last steamer to the worthy captain, Mr W. Brown, who having been sailing for many months, succumbed to a severe attack of bronchitis yesterday, the 9th of July, and was interred in the Kulungu cemetery at 7 a.m. to-day. He was believed to be about 45 years of age.

On the 7th inst. (says the *P. and T. Times*) Mr Mauchich's pair of black ponies ran away from opposite the Astor House, with the owner and Mr Boissereau, the Boissereau jumped out near the German Consulate and hurt his arm pretty badly; Mr Mauchich, who was driving in an endeavouring to pull the ponies up, broke the foot rest, which left him no power to stop them, and the little mad things galloped on one road and down another. In the Consulate Road, near Messrs. Gayle & Co., Mr Mauchich was thrown out and fell on his head, receiving a deep scalp wound. Fortunately Dr Irwin and Mr Jeanneau were near by, and helped Mr Mauchich into a ricksha and saw him home, where both gentlemen were driving in an endeavouring to pull the ponies up, broke the foot rest, which left him no power to stop them, and the little mad things galloped on one road and down another. In the Consulate Road, near Messrs. Gayle & Co., Mr Mauchich was thrown out and fell on his head, receiving a deep scalp wound. 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NOTICES TO CONSIGNEES.

FROM HAMBURG, PENANG AND SINGAPORE.

THE Steamship *Irre*, Captain Schürer, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature by the Underwriter, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 3 p.m. 10-0-17.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., and stored at Consignees' risk and expense. No Claims will be admitted after the Goods have been landed, and all Goods remaining undelivered after the 24th July, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th July, at 4 p.m. No Fire Insurance has been effected.

SIEMSEN & Co., Agents.

Hongkong, July 19, 1897. 1414

STEAMSHIP SALLAZIE.

COMPAGNIE DES MESSEGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex S.S. *Adour* and *Tigre*, from Hongkong ex S.S. *Tigre*, from Bordeaux, ex S.S. *Ville de Dunkerque*, in connection with above Steamers, are hereby informed that their Goods are being landed and stored at their risk into the Godowns of the Hongkong & Kowloon Wharf & Godown Company, Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day (Saturday), requesting it to be landed here.

Bills of Lading will be countersigned by the Underwriter.

Goods remaining undelivered after Saturday, the 24th July, will be subject to rent and landing charges.

All Claims must be sent in to me on or before Saturday, the 24th July, or they will not be recognized.

All Damaged Packages will be examined on Friday, the 23rd July, at 4 p.m. No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, July 17, 1897. 1406

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE S.S. *Catherine* having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding her discharge or remaining on board after 4 p.m. of the 20th July, will be landed at Consignees' risk and expense into the Godowns of the Hongkong & Kowloon Wharf & Godown Company, Limited, at Kowloon, and consigned to their risk and expense.

Consignees of Cargo from Hongkong and Penang are requested to take immediate delivery of their Goods from alongside, such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by DAVID SASSOON, SONS & Co., Agents.

Hongkong, July 17, 1897. 1402

Intimations.



Professor RICHARD, SPECIALIST, CONSULTATION FREE OF CHARGE, 9 A.M. to 7 P.M., for a Limited Season, NEW VICTORIA HOTEL, PRIVATE ENTRANCE, 2ND FLOOR, Ice House Lane, Hongkong.

Mitsui Bussan Kaisha,

No. 8, Queen's Road, Central.

HEAD OFFICE:—TOKYO.

BRANCH OFFICE:—LONDON, NEW YORK,

BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NANKING and all Ports in Japan.

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Shipping.

Steamers.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR CHEFOO & TIENTSIN.

The Co.'s Steamship *Takong*, Captain P. H. ROSE, will be despatched as above on FRIDAY, the 23rd July, at 4 p.m.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, July 14, 1897. 1386

NIPPON YUSEN KAISHA.

JAPAN-AUSTRALIAN LINE.

MONTHLY SERVICE.

(Under Mail Contract).

FOR THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY AND MELBOURNE.

The Co.'s Steamship *Yamashiro Maru*, Captain J. JONES, will be despatched as above on FRIDAY, the 23rd July, at 4 p.m.

This Steamer is fitted with Superior Passenger Accommodation and is lighted by Electricity throughout.

A duly-qualified Doctor and a European Stewardess are carried.

For Freight or Passage, apply to NIPPON YUSEN KAISHA.

Hongkong, July 8, 1897. 1393

MOGUL LINE OF STEAMERS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

The Steamship *Prinzess Alice*, Captain DIXON, will be despatched as above on or about FRIDAY, the 23rd July, at 4 p.m.

For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.

Hongkong, July 16, 1897. 1398

NATAL LINE OF STEAMERS.

FOOCHEW & HONGKONG TO SOUTH AFRICA (DIRECT).

For NATAL, EAST LONDON, ALGOA BAY, MOSSEL BAY, AND CAPE TOWN.

Taking Cargo under through Bill of Lading to DEARBOROUGH and BEIRA.

The Steamship *Prinzess Alice*, Captain COX, due here from Foochow on 22nd July, will be despatched as above on SATURDAY, the 24th July, to be followed by the Co.'s Steamship *Concilia* on or about the 11th August, this Steamer left Durban 2nd July, for Foochow direct.

For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.

Hongkong, July 14, 1897. 1395

NIPPON YUSEN KAISHA.

JAPAN-EUROPE LINE.

MONTHLY SERVICE.

FOR MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE, COLOMBO AND PORT SAID.

The Co.'s Steamship *Hokoku Maru*, Captain R. NIVON, will be despatched as above on SATURDAY, the 24th July, at 5 p.m.

This Steamer is fitted with Superior Accommodation for First-class and Second-class Passengers, and is lighted by Electricity throughout. A duly-qualified Doctor is carried.

For Freight or Passage, apply to NIPPON YUSEN KAISHA.

Hongkong, July 6, 1897. 1262

FOR NEW YORK VIA SUEZ CANAL.

The Steamship *Fortuna* will be despatched as above on or about the 26th July.To be followed by The Steamship *Fry*, on or about 10th August.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, July 2, 1897. 1331

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

The Co.'s Steamship *Orontes*, Captain BAKER, will be despatched as above on MONDAY, the 26th July.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, July 13, 1897. 1381

GLEN LINE OF STEAM PACKETS.

FOR LONDON VIA SUEZ CANAL.

The Steamship *Glenary*, Captain FRANKSON, will be despatched as above on or about MONDAY, the 2nd August.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, July 16, 1897. 1387

Not Responsible for Debris.

Neither the Captain, the Agents, nor Owners will be responsible for any Debts contracted by the Officers or Crew, or for any loss of Goods, or for any damage to the Vessel.

H. H. PARKER, Esq., General Manager.

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Shipping.

Steamers.

GLEN LINE OF STEAM PACKETS.

FOR KOBE AND YOKOHAMA.

The Steamship *Glenloch*, Captain MACDONALD, will be despatched as above on WEDNESDAY, the 21st July, at 4 p.m.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, July 14, 1897. 1387

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY & MELBOURNE.

The Co.'s Steamship *Changsha*, Capt. WILLIAMS, will be despatched on WEDNESDAY, the 21st July, at 4 p.m.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First-class Saloon is situated forward of the Engine.

A Refrigerating Chamber ensures the supply of Fresh daily-qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from Australia are available for Return by the Steamers of the Eastern and Australian S.S. Co., and vice versa.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, July 12, 1897. 1371

RIKMER'S REGULAR LINE OF STEAMERS.

FOR BREMEN AND HAMBURG.

(Taking Cargo at through rates to RED SEA, MEDITERRANEAN AND BLACK SEA PORTS.)

The Co.'s Steamship *Deutscher Kaiser*, Captain MAHLER, will be despatched as above on THURSDAY, the 23rd July.

For Freight, apply to ARNOLD, KARBURG & Co., Agents.

Hongkong, July 19, 1897. 1347

FOR SINGAPORE, PENANG AND CALCUTTA.

The Steamship *Catherine*, Captain A. F. FRY, will be despatched for the above Ports on SATURDAY, the 24th July, at 3 p.m.

For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Agents.

Hongkong, July 19, 1897. 1412

SHELL LINE OF STEAMERS.

FOR MAR-ELLES.

The Co.'s Steamship *Elia*, Captain E. HARRIS, will be despatched as above on MONDAY, the 25th July.

For Freight, apply to ARNOLD, KARBURG & Co., Agents.

Hongkong, July 19, 1897. 1392

THE OREGON RAILWAY AND NAVIGATION COMPANY'S PACIFIC STEAMSHIP LINE.

CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1897.

(Subject to Alteration.)

Monmouthshire (Saturday) 17th August.

Taking Passengers and Cargo for UNITED STATES AND CANADA AT THROUGH RATES.

The Steamship *Monmouthshire* will be despatched B.C. for PORTLAND, OREGON, VIA KOBE AND YOKOHAMA, on SATURDAY, the 7th August.

Consular Invoice of Goods for United States Points should be in duplicate, and one Copy must be sent forward by the steamer to the care of the GENERAL FREIGHT AGENT, Oregon Railway and Navigation Co., Portland, Oregon.

For further information as to Passage and Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, July 19, 1897. 1372

Sailing Vessels.

FOR NEW YORK.

The 100 A.T. American Ship *Lanter*, Captain STANT, will load here for the above Port, and will have quick despatch.

For Freight, apply to SIEMSEN & Co., Agents.

Hongkong, July 5, 1897. 1327

FOR SAN FRANCISCO.

The 100 A.T. British barque *Headbark*, Captain MCKENZIE, Master, shortly expected, will load here for the above Port, and will have quick despatch.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, June 16, 1897. 1413

JUST PUBLISHED—Price 60 Cents.

MISSION STORIES.

History of the Churches of India, Burma, Siam, China, Japan, etc.

TRANSLATED BY H. H. PARKER, Esq., General Manager.

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Mails.

NOTICE.

COMPAGNIE DES MESSEGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SINGAPORE, BOMBAY, ADEEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE AND BORDEAUX.

AND

PORTS OF BRAZIL & RIVER PLATE.

TO-MORROW, the 21st July, at Noon, the Company's Steamship *Océanien*, Captain SCHMITZ, with MAIL, PASSENGERS, FREIGHT, and CARGO, will leave for MARSEILLES via BOMBAY.This Steamer connects at COLOMBO with the a.s. *Australien*, which vessel takes on her Passengers and Mails, leaving for the East on August, direct to SUEZ, PORT SAID and MARSEILLES.

Cargo and Spots will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till 5 p.m.

Cargo will be received on board until 4 p.m. Spots and Parcels until 3 p.m. or the 20th July. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply to Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, July 20, 1897. 1340

NORTHERN PACIFIC STEAMSHIP AND RAILWAY COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON, \$400.

Excellent accommodation. First class Table. Doctors and Stewards carried.

HONGKONG TO NEW YORK, \$850.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TAOMA, \$225.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Service.

PROPOSED

HONGKONG MARKET PRICES.

Corrected to Saturday, July 17, 1897.
At 1020 Cash per Dollar Mexican.

Butcher Meat.

Bacon, English, lb.	300	來路烟猪肉	300
" Amer. Sugar cured, "	180	花旗烟猪肉	180
" Foochow, "	180	福州烟猪肉	180
" Japan, cured, "	180	日本烟猪肉	180
Beef, prime & prime cut, catty	140	肩胛肉	140
" Corned, "	140	罐牛肉	140
" Roast, "	130	焗牛肉	130
" Soup, "	100	焗肉	100
" Steak, "	120	牛腩	120
Bullock's Brains, per set	60	牛腦	60
" Tongue fresh, each	260	牛舌	260
" " corned, "	310	牛舌	310
" Head, "	600	牛頭	600
" Heart, "	150	牛心	150
" Hump, Salt, catty	140	牛肩	140
" Feet, "	80	牛蹄	80
" Kidneys, "	50	牛腰	50
" Tail, "	100	牛尾	100
" Liver, catty	70	牛肝	70
" Tripe (undressed) catty	60	牛肚	60
Calves Head and Feet, set	500	牛仔頭脚	500
Hams, American, lb.	300	花旗火腿	300
" Chinese, "	240	五香火腿	240
" English, New, "	440	米路火腿	440
" Japan cured, "	240	日本火腿	240
" Shanghai, "	180	上海火腿	180
Mutton Chop, "	160	羊排	160
" Leg, "	160	羊腿	160
" Shoulder, "	120	羊肩	120
Pigs Chillings, catty	70	猪排	70
" Feet, "	110	猪脚	110
" Fry, "	160	猪腰	160
" Head, each	600	猪頭	600
" Heart, "	50	猪心	50
" Kidneys, pair	70	猪腰	70
" Liver, lb.	160	猪肝	160
Pork Chop, catty	180	猪排	180
" Corned, "	180	罐猪肉	180
" Leg, "	190	猪腿	190
" Fat or Lard, "	150	猪油	150
Sheeps Head and Feet, set	350	羊頭脚	350
" Heart, each	50	羊心	50
" Kidneys, "	70	羊腰	70
" Liver, lb.	150	羊肝	150
Smoking Figs, each	\$1.75 \$1.25	生牛油	
Suet, Beef, lb.	110	生牛油	
Mutton, "	100	生牛油	
Veal, catty	130	生牛油	

Poultry.

Chicken, catty	230	雞仔	230
Capon, "	260	雞	260
Ducks, each	140	鴨	140
Doves, "	120	鴿	120
Eggs, Hen, doz.	110	雞蛋	110
" Duck, "	110	鴨蛋	110
Fowls, catty	190	雞	190
Geese, "	160	鴨	160
Hens, each	110	雞	110
Mus Deer, "	110	雞	110
Partridges, "	160	鴨	160
Pigeons, "	160	鴿	160
Pheasant, brace	160	鴿	160
Rice Birds, doz.	110	雞	110
Quail, each	110	鴨	110
Snipe, "	110	鴨	110
Turkey, Cock, catty	450	火雞	450
" Hen, "	360	火雞	360
Teal, each	110	鴨	110
Wild Ducks, pair	110	鴨	110

Fish.

Barbel, catty	200	魚	200
Bream, "	80	魚	80
Bombay Ducks, 100 pieces	250	魚	250
Chow Fresh Water Fish, catty	100	魚	100
Carp, "	100	魚	100
Catfish, "	100	魚	100
Codfish, Salt, "	100	魚	100
Crobs, "	100	魚	100
Cuttle Fish, "	80	魚	80
Dab, "	90	魚	90
Daco, "	90	魚	90
Dog Fish, "	100	魚	100
Eels, Congor, "	100	魚	100
" Fresh water, "	100	魚	100
Eels, Yellow, "	180	魚	180
File Fish, "	100	魚	100
Frog, "	280	魚	280
Fresh Fish, "	80	魚	80
Grouper, "	260	魚	260
Gudgeon, "	90	魚	90
Gurnard, "	80	魚	80
Herrings, "	130	魚	130
" smoked, box	130	魚	130
Halibut, catty	180	魚	180
Labrid, "	180	魚	180
Loach, "	140	魚	140
Robster, "	500	魚	500
Macarel, "	100	魚	100
Mullet, "	120	魚	120
Monkey Fish, "	100	魚	100
Oyster, "	100	魚	100
Pomfret, "	100	魚	100
Pork, "	110	魚	110

Chinese Names.

Pike, catty	100	白魚	100
Plaice, "	100	白魚	100
Pomfret, White, "	140	白魚	140
Pomfret, Black, "	250	白魚	250
Pravus, "	50	白魚	50
Ray, "	90	白魚	90
Rock Fish, "	260	白魚	260
Rosch, "	50	白魚	50
Salmon, (Canton), "	100	白魚	100
Shark, "	140	白魚	140
Salt Fish, "	220	白魚	220
Skate, "	160	白魚	160
Shrimps, "	140	白魚	140
Snapper, "	160	白魚	160
Soles, "	140	白魚	140
Tench, "	140	白魚	140
Turbot, "	140	白魚	140
Turtles, small, fresh water, "	350	白魚	350
Whiting, catty	70	白魚	70
White Bait, "	90	白魚	90

Fruits.

Apples, (California), catty	500	金山平果	500
" (Tennessee), "	230	金山平果	230
" (Japan), "	40	金山平果	40
Bananas, fragrant, "	50	金山平果	50
" (brides), "	150	金山平果	150
Chestnuts, Chinese, "	100	金山平果	100
Carambola, "	50	金山平果	50
Cocconuts, each	90	金山平果	90
Ground Nuts, catty	170	金山平果	170
Grapes, "	120	金山平果	120
Lemons, China, "	180	金山平果	180
" Peel, "	180	金山平果	180
Lichees, dried, "	150	金山平果	150
" Fresh, "	150	金山平果	150
Limes, "	150	金山平果	150
Mango, (Siam), each	100	金山平果	100
" (Mauritius), "	100	金山平果	100
Mangosteens, dozen	200	金山平果	200
Oranges, Sweet, catty	160	金山平果	160
" Green, "	160	金山平果	160
" Red, "	160	金山平果	160
Olives, "	160	金山平果	160
Pine-apples, each	80	金山平果	80
Pears, catty	100	金山平果	100
" (Tientsin), "	300	金山平果	300
Plum, Red, each	130	金山平果	130
Pumelo, catty	80	金山平果	80
" (Siam), catty	80	金山平果	80
Peach, (Sweet), "	120	金山平果	120
Raisins, Muscatel, "	120	金山平果	120
" Fudding, "	120	金山平果	120
Water Chestnuts, com.	40	金山平果	40
" Mandarin, "	60	金山平果	60
Walnuts, "	180	金山平果	180

Vegetables, &c.

Artichokes, Shanghai, catty	120	上海洋菜	120
Beans, (French), "	50	上海洋菜	50
" Long, "	50	上海洋菜	50
Beet Root, each	50	上海洋菜	50
Brinjals, Green, catty	50	上海洋菜	50
" Red, "	50	上海洋菜	50
Brassica, "	50	上海洋菜	50
Bamboo Shoots, "	70	上海洋菜	70
Cabbage, Chinese com.	30	上海洋菜	30
Cabbage, each	100	上海洋菜	100
Cauliflower, "	50	上海洋菜	50
Carrots, catty	80	上海洋菜	80
Celery, Chinese, "	70	上海洋菜	70
" English, "	130	上海洋菜	130
Chilies Dried, "	60	上海洋菜	60
" Red, "	60	上海洋菜	60
Curry Stuffs, English, "	40	上海洋菜	40
Cucumbers, "	40	上海洋菜	40
Bitter Squash, "	40	上海洋菜	40
Gazle, "	40	上海洋菜	40
Ginger, young, "	40	上海洋菜	40
Horseradish, S'ish, "	150	上海洋菜	150
Indian Corn, piece	10	上海洋菜	10
Lentils, (English), each	30	上海洋菜	30
Mushrooms, Fresh, catty	50	上海洋菜	50
Onions, Bombay, "	50	上海洋菜	50
" Green, "	50	上海洋菜	50
" Shanghai, "	50	上海洋菜	50
" Japan, "	40	上海洋菜	40
Okra, "	40	上海洋菜	40
Parsley, English, bundle	10	上海洋菜	10
Potatoes, Sweet, catty	20	上海洋菜	20
" Shanghai, "	30	上海洋菜	30
" Japan, "	30	上海洋菜	30
" Foochow, "	30	上海洋菜	30
" Macao, "	30	上海洋菜	30
Pumpkin, "	20	上海洋菜	20
Purpure, "	30	上海洋菜	30
Papaw, "	30	上海洋菜	30
Radish, dozen	10	上海洋菜	10
Rice, best quality, per picul	\$4.50	上海洋菜	\$4.50
" Common, "	\$4.10	上海洋菜	\$4.10
Shallots, catty	60	上海洋菜	60
Spinage, (Chinese), "	30	上海洋菜	30
Splach, "	30	上海洋菜	30
Snake Gourd, "	30	上海洋菜	30
Tomatoes, "	30	上海洋菜	30
Taro, "	30	上海洋菜	30
Turnips, Funt, (Lok), "	30	上海洋菜	30
Vegetable Marrow, "	30	上海洋菜	30
" (Lok), "	30	上海洋菜	30
Water Cresses, "	30	上海洋菜	30

THE LEGAL VIEW OF MOSQUITO BITES.

Here is a curious little point of law, for the story of which we are indebted to the *Manchester Guardian*. A Kentucky gentleman, Mr. Omberg, who held a policy for 5,000 dollars against accidental death, died from the effects of the bite of a mosquito. There was no conflict as to the facts. It was admitted that Mr. Omberg had been bitten by a mosquito, and that his death, though not immediate, was due to the wound so inflicted. Is a mosquito bite accidental? That was the question before the court. The Justice of the Peace came to the conclusion that a mosquito bite was not a synonym for accident in the vocabulary of the insurance world. But on the case being carried a stage further the Kentucky Court of Appeals has reversed the decision of the lower court, and has given peremptory instructions for a judgment in favour of Mrs. Omberg for the 5,000 dollars claimed. Thus the mosquito bite establishes a legal claim to be placed among those 'moving accidents of flood and field' that contribute to the risk of those who are not commercially-minded institutions, the insurance companies. — *W. Budget.*

THE MAYON VOLCANO IN ERUPTION.

From latest Manila advices to hand it appears the recent eruption of this celebrated Volcano, situated in the province of Albay, in the extreme South of the Island of Luzon, where its imposing cone—the most perfect of all known volcanoes—rises through the clouds to a height of nearly 10,000 feet (forming by day a notable landmark, by night a light of the first order, to mariners navigating both on the Pacific coast and China sea side of Luzon, and adjacent islands, and the treacherous Straits of San Bernardino), has been attended with terrible loss of life, and widespread devastation and ruin in the towns and villages situated around its base. Cascades of red-hot lava pouring over its sides with dense showers of ashes, and its burning entrails falling like rain, buried 400 human lives before they had time to flee to a place of refuge. So violent was the eruption that the lava reached the sea, some 20 miles from the crater. In the village of Bacay, many houses have been buried under the avalanches of ashes and sand; in the large and important town of Tobago, a large square has opened in the earth, whilst old districts prevailed in the town, and the inhabitants were obliged to hermetically close doors and windows, and light the lamps. The roads from the town of Legaspi have been destroyed, together with the houses of San Antonio, and San Isidro, belonging to the town of Legaspi, where the inhabitants have taken refuge in the surrounding mountains. The sight of Legaspi is horrible; 115 inhabitants being buried in the ruins. All its hemp plantations, fields under cultivation, and cattle have been destroyed. The hamlets of Buanabuan, Santo Niño, and San Roque have perished, together with their 250 inhabitants. A correspondent writing from Guinobatan, one of the most important towns in the province and situated about 12 miles from the base of the volcano to the N.W., writes a good description of the Manila papers from which we make the following extracts:— On Wednesday evening we noted the crater was more active than usual, the following day the activity increased and at night was very imposing, many inhabitants coming up to watch it. On Friday morning we were all alarmed at a terrible column of dense black smoke shooting up from the crater, accompanied by fire, which soon covered a large part of the firmament. A distant submarine rumbling then commenced, and the lava was funnily boiling over the crater and running down the crevices of the mountain in rivers of fire. At 2 p.m. the same afternoon, hot sand poured down like rain, completely obscuring the sun and continuing until 10 p.m. You may judge the quantity that fell when I tell you that the sand was piled up to a depth of 10 inches. The sight was most imposing and phenomenal and hardly describable; trees bent their heads with the weight and lost all their natural brilliancy. Whilst this was going on, the submarine noises increased, giving one the idea of a great battle in the distance with powerful artillery fire. At night, the aspect of the mountain was awful; with the naked eye the crater was seen to be one burning mass, whilst flames and enormous red-hot stones were shot high into the air, and we perceived that our position was becoming dangerous on the East side, over the great battle in the distance with powerful artillery fire. At night, the aspect of the mountain was awful; with the naked eye the crater was seen to be one burning mass, whilst flames and enormous red-hot stones were shot high into the air, and we perceived that our position was becoming dangerous on the East side, over the great battle in the distance with powerful artillery fire. At night, the aspect of the mountain was awful; with the naked eye the crater was seen to be one burning mass, whilst flames and enormous red-hot stones were shot high into the air, and we perceived that our position was becoming dangerous on the East side, over the great battle in the distance with powerful artillery fire.

Hongkong Tides.

The Tide Table given below has been compiled by the Nautical Almanac Office in London from the results of the analysis of observations taken by means of an automatic tide recording machine in the Water Police Basin at Tsim Sha Tsui during the years 1867-8-9. The zone of the table is Low Water Ordinary Spring Tides, which has been found to be 2.1 feet below mean sea level. To obtain the depth of water on the tide gauge at the Victoria Naval Yard add 5 feet 1 in., and on the gauge at Lamoni Dock, Aberdeen, add 18 ft. 9 in. to the height given in the table.

Hongkong Tide.

The Tide Table given below has been compiled by the Nautical Almanac Office in London from the results of the analysis of observations taken by means of an automatic tide recording machine in the Water Police Basin at Tsim Sha Tsui during the years 1887-8.

The zero of the table is Low Water Ordinary Spring Tides, which has been found to be 2 feet below mean sea level.

To obtain the depth of water on the tide ranges at the Victoria Naval Yard add 5 ft. 7 in., and on the wharf at Lamoni Dock, Aberdeen, add 13 ft. 9 in. to the height given in the table.

Skt. to 9th July.

Ebb Tides.				Loo' Tides.			
		Height.				Height.	
	Hour.	Time.	Height.		Hour.	Time.	Height.
Wed.	11	1. 15	2. 10	Thurs.	11	1. 15	2. 10
Thurs.	10	1. 30	2. 10	Fri.	10	1. 15	2. 10
Fri.	9	1. 45	2. 10	Sat.	9	1. 15	2. 10
Sat.	8	1. 30	2. 10	Sun.	8	1. 15	2. 10
Sun.	7	1. 15	2. 10	Mon.	7	1. 15	2. 10
Mon.	6	1. 00	2. 10	Tues.	6	1. 15	2. 10
Tues.	5	1. 15	2. 10	Wed.	5	1. 15	2. 10
Wed.	4	1. 30	2. 10	Thurs.	4	1. 15	2. 10
Thurs.	3	1. 45	2. 10	Fri.	3	1. 15	2. 10
Fri.	2	1. 30	2. 10	Sat.	2	1. 15	2. 10
Sat.	1	1. 15	2. 10	Sun.	1	1. 15	2. 10
Sun.	12	1. 00	2. 10	Mon.	12	1. 15	2. 10
Mon.	11	1. 15	2. 10	Tues.	11	1. 15	2. 10
Tues.	10	1. 30	2. 10	Wed.	10	1. 15	2. 10
Wed.	9	1. 45	2. 10	Thurs.	9	1. 15	2. 10
Thurs.	8	1. 30	2. 10	Fri.	8	1. 15	2. 10
Fri.	7	1. 15	2. 10	Sat.	7	1. 15	2. 10
Sat.	6	1. 00	2. 10	Sun.	6	1. 15	2. 10
Sun.	5	1. 15	2. 10	Mon.	5	1. 15	2. 10
Mon.	4	1. 30	2. 10	Tues.	4	1. 15	2. 10
Tues.	3	1. 45	2. 10	Wed.	3	1. 15	2. 10
Wed.	2	1. 30	2. 10	Thurs.	2	1. 15	2. 10
Thurs.	1	1. 15	2. 10	Fri.	1	1. 15	2. 10
Fri.	12	1. 00	2. 10	Sat.	12	1. 15	2. 10
Sat.	11	1. 15	2. 10	Sun.	11	1. 15	2. 10
Sun.	10	1. 30	2. 10	Mon.	10	1. 15	2. 10
Mon.	9	1. 45	2. 10	Tues.	9	1. 15	2. 10
Tues.	8	1. 30	2. 10	Wed.	8	1. 15	2. 10
Wed.	7	1. 15	2. 10	Thurs.	7	1. 15	2. 10
Thurs.	6	1. 00	2. 10	Fri.	6	1. 15	2. 10
Fri.	5	1. 15	2. 10	Sat.	5	1. 15	2. 10
Sat.	4	1. 30	2. 10	Sun.	4	1. 15	2. 10
Sun.	3	1. 45	2. 10	Mon.	3	1. 15	2. 10
Mon.	2	1. 30	2. 10	Tues.	2	1. 15	2. 10
Tues.	1	1. 15	2. 10	Wed.	1	1. 15	2. 10
Wed.	12	1. 00	2. 10	Thurs.	12	1. 15	2. 10
Thurs.	11	1. 15	2. 10	Fri.	11	1. 15	2. 10
Fri.	10	1. 30	2. 10	Sat.	10	1. 15	2. 10
Sat.	9	1. 45	2. 10	Sun.	9	1. 15	2. 10
Sun.	8	1. 30	2. 10	Mon.	8	1. 15	2. 10
Mon.	7	1. 15	2. 10	Tues.	7	1. 15	2. 10
Tues.	6	1. 00	2. 10	Wed.	6	1. 15	2. 10
Wed.	5	1. 15	2. 10	Thurs.	5	1. 15	2. 10
Thurs.	4	1. 30	2. 10	Fri.	4	1. 15	2. 10
Fri.	3	1. 45	2. 10	Sat.	3	1. 15	2. 10
Sat.	2	1. 30	2. 10	Sun.	2	1. 15	2. 10
Sun.	1	1. 15	2. 10	Mon.	1	1. 15	2. 10
Mon.	12	1. 00	2. 10	Tues.	12	1. 15	2. 10
Tues.	11	1. 15	2. 10	Wed.	11	1. 15	2. 10
Wed.	10	1. 30	2. 10	Thurs.	10	1. 15	2. 10
Thurs.	9	1. 45	2. 10	Fri.	9	1. 15	2. 10
Fri.	8	1. 30	2. 10	Sat.	8	1. 15	2. 10
Sat.	7	1. 15	2. 10	Sun.	7	1. 15	2. 10
Sun.	6	1. 00	2. 10	Mon.	6	1. 15	2. 10
Mon.	5	1. 15	2. 10	Tues.	5	1. 15	2. 10
Tues.	4	1. 30	2. 10	Wed.	4	1. 15	2. 10
Wed.	3	1. 45	2. 10	Thurs.	3	1. 15	2. 10
Thurs.	2	1. 30	2. 10	Fri.	2	1. 15	2. 10
Fri.	1	1. 15	2. 10	Sat.	1	1. 15	2. 10
Sat.	12	1. 00	2. 10	Sun.	12	1. 15	2. 10
Sun.	11	1. 15	2. 10	Mon.	11	1. 15	2. 10
Mon.	10	1. 30	2. 10	Tues.	10	1. 15	2. 10
Tues.	9	1. 45	2. 10	Wed.	9	1. 15	2. 10
Wed.	8	1. 30	2. 10	Thurs.	8	1. 15	2. 10
Thurs.	7	1. 15	2. 10	Fri.	7	1. 15	2. 10
Fri.	6	1. 00	2. 10	Sat.	6	1. 15	2. 10
Sat.	5	1. 15	2. 10	Sun.	5	1. 15	2. 10
Sun.	4	1. 30	2. 10	Mon.	4	1. 15	2. 10
Mon.	3	1. 45	2. 10	Tues.	3	1. 15	2. 10
Tues.	2	1. 30	2. 10	Wed.	2	1. 15	2. 10
Wed.	1	1. 15	2. 10	Thurs.	1	1. 15	2. 10
Thurs.	12	1. 00	2. 10	Fri.	12	1. 15	2. 10
Fri.	11	1. 15	2. 10	Sat.	11	1. 15	2. 10
Sat.	10	1. 30	2. 10	Sun.	10	1. 15	2. 10
Sun.	9	1. 45	2. 10	Mon.	9	1. 15	2. 10
Mon.	8	1. 30	2. 10	Tues.	8	1. 15	2. 10
Tues.	7	1. 15	2. 10	Wed.	7	1. 15	2. 10
Wed.	6	1. 00	2. 10	Thurs.	6	1. 15	2. 10
Thurs.	5	1. 15	2. 10	Fri.	5	1. 15	2. 10
Fri.	4	1. 30	2. 10	Sat.	4	1. 15	2. 10
Sat.	3	1. 45	2. 10	Sun.	3	1. 15	2. 10
Sun.	2	1. 30	2. 10	Mon.	2	1. 15	2. 10
Mon.	1	1. 15	2. 10	Tues.	1	1. 15	2. 10
Tues.	12	1. 00	2. 10	Wed.	12	1. 15	2. 10
Wed.	11	1. 15	2. 10	Thurs.	11	1. 15	2. 10
Thurs.	10	1. 30	2. 10	Fri.	10	1. 15	2. 10
Fri.	9	1. 45	2. 10	Sat.	9	1. 15	2. 10
Sat.	8	1. 30	2. 10	Sun.	8	1. 15	2. 10
Sun.	7	1. 15	2. 10	Mon.	7	1. 15	2. 10
Mon.	6	1. 00	2. 10	Tues.	6	1. 15	2. 10
Tues.	5	1. 15	2. 10	Wed.	5	1. 15	2. 10
Wed.	4	1. 30	2. 10	Thurs.	4	1. 15	2. 10
Thurs.	3	1. 45	2. 10	Fri.	3	1. 15	2. 10
Fri.	2	1. 30	2. 10	Sat.	2	1. 15	2. 10
Sat.	1	1. 15	2. 10	Sun.	1	1. 15	2. 10
Sun.	12	1. 00	2. 10	Mon.	12	1. 15	2. 10
Mon.	11	1. 15	2. 10	Tues.	11	1. 15	2. 10
Tues.	10	1. 30	2. 10	Wed.	10	1. 15	2. 10
Wed.	9	1. 45	2. 10	Thurs.	9	1. 15	2. 10
Thurs.	8	1. 30	2. 10	Fri.	8	1. 15	2. 10
Fri.	7	1. 15	2. 10	Sat.	7	1. 15	2. 10
Sat.	6	1. 00	2. 10	Sun.	6	1. 15	2. 10
Sun.	5	1. 15	2. 10	Mon.	5	1. 15	2. 10
Mon.	4	1. 30	2. 10	Tues.	4	1. 15	2. 10
Tues.	3	1. 45	2. 10	Wed.	3	1. 15	2. 10
Wed.	2	1. 30	2. 10	Thurs.	2	1. 15	2. 10
Thurs.	1	1. 15	2. 10	Fri.	1	1. 15	2. 10
Fri.	12	1. 00	2. 10	Sat.	12	1. 15	2. 10
Sat.	11	1. 15	2. 10	Sun.	11	1. 15	2. 10
Sun.	10	1. 30	2. 10	Mon.	10	1. 15	2. 10
Mon.	9	1. 45	2. 10	Tues.	9	1. 15	2. 10
Tues.	8	1. 30	2. 10	Wed.	8	1. 15	2. 10
Wed.	7	1. 15	2. 10	Thurs.	7	1. 15	2. 10
Thurs.	6	1. 00	2. 10	Fri.	6	1. 15	2. 10
Fri.	5	1. 15	2. 10	Sat.	5	1. 15	2. 10
Sat.	4	1. 30	2. 10	Sun.	4	1. 15	2. 10
Sun.	3	1. 45	2. 10	Mon.	3	1. 15	2. 10
Mon.	2	1. 30	2. 10	Tues.	2	1. 15	2. 10
Tues.	1	1. 15	2. 10	Wed.	1	1. 15	2. 10
Wed.	12	1. 00	2. 10	Thurs.	12	1. 15	2. 10
Thurs.	11	1. 15	2. 10	Fri.	11	1. 15	2. 10
Fri.	10	1. 30	2. 10	Sat.	10	1. 15	2. 10
Sat.	9	1. 45	2. 10	Sun.	9	1. 15	2. 10
Sun.	8	1. 30	2. 10	Mon.	8	1. 15	2. 10
Mon.	7	1. 15	2. 10	Tues.	7	1. 15	2. 10
Tues.	6	1. 00	2. 10	Wed.	6	1. 15	2. 10
Wed.	5	1. 15	2. 10	Thurs.	5	1. 15	2. 10
Thurs.	4	1. 30	2. 10	Fri.	4	1. 15	2. 10
Fri.	3	1. 45	2. 10	Sat.	3	1. 15	2. 10
Sat.	2	1. 30	2. 10	Sun.	2	1. 15	2. 10
Sun.	1	1. 15	2. 10	Mon.	1	1. 15	2. 10
Mon.	12	1. 00	2. 10	Tues.	12	1. 15	2. 10
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Fri.	8	1. 30	2. 10	Sat.	8	1. 15	2. 10
Sat.	7	1. 15	2. 10	Sun.	7	1. 15	2. 10
Sun.	6	1. 00	2. 10	Mon.	6	1. 15	2. 10
Mon.	5	1. 15	2. 10	Tues.	5	1. 15	2. 10
Tues.	4	1. 30	2. 10	Wed.	4	1. 15	2. 10
Wed.	3	1. 45	2. 10	Thurs.	3	1. 15	2. 10
Thurs.	2	1. 30	2. 10	Fri.	2	1. 15	2. 10
Fri.	1	1. 15	2. 10	Sat.	1	1. 15	2. 10
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Mon.	10	1. 30	2. 10	Tues.	10	1. 15	2. 10
Tues.	9	1. 45	2. 10	Wed.	9	1. 15	2. 10
Wed.	8	1. 30	2. 10	Thurs.	8	1. 15	2. 10
Thurs.	7	1. 15	2. 10	Fri.	7	1. 15	2. 10
Fri.	6	1. 00	2. 10	Sat.	6	1. 15	2. 10
Sat.	5	1. 15	2. 10	Sun.	5	1. 15	

Merchant Vessels in Hongkong Harbour.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing from Green Island. Vessels near the Hongkong shore are marked A, near the Kowloon shore B, and those in the body of the Harbour C. The positions of the vessels are marked a, in conjunction with the figures denoting the sections.

Section.	Section.
1. From Green Island to the Gas Works.	7. From Naval Yard to Blue Buildings.
2. From Gas Works to Jardine's Wharf.	8. From Blue Buildings to East Point.
3. From Jardine's Wharf to the Harbour Master's Office.	9. From Kellett's Island to North Point.
4. From Harbour Master's to the P. & O. Co.'s Office.	10. Kowloon Wharves.
5. From P. & O. Co.'s Office to Peddars Wharf.	11. Jardine's Wharf.
6. From Peddars Wharf to the Naval Yard.	

Vessel's Name.	Tonnage.	Captain.	Flag and Reg.	Tonnage.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers.								
Albion	600	c Witt	Ger.	str.	1200 July 8	Wiel & Co.		
Arluke Maru	200	aal.	Japan.	str.	1885 July 13	Mitsui Bussan Kaisha		
Brindisi	270	d Watkins	Brit.	str.	2306 July 20	P&O & S. N. Co.		
Catharine Apeer	100	k Poy	Brit.	str.	2748 July 27	Davies Seaton, Sons & Co.	Sydney, &c.	July 21.
Ching-shin	100	s Williams	Chi.	str.	68 July 17	Burke Reid & Swire		
Chang Ping	100	s Miller	Chi.	str.	1050 July 17	E. & M. Co.		
Chun-sung	100	s Giller	Brit.	str.	1418 July 16	Jardine, Matheson & Co.	Shanghai	July 24.
Chun-sung	100	a Kenial	Ger.	str.	875 July 19	Jensen & Co.		
Chu-pi	100	e Cronly	Brit.	str.	2744 July 15	O. & J. S. Co.	San Francisco	July 24.
Hong Kichmers	100	s Muller	Ger.	str.	2060 July 15	Arnhold, Karberg & Co.		
Doutores	100	s Christensen	Ger.	str.	1154 July 15	Hensmann & Co.		
Empress of Japan	100	s Byrht	Brit.	str.	6304 July 14	P. R. Co.	Vancouver, E.O.	July 21.
Kameralda	100	s McGregor	Brit.	str.	906 July 16	Showan, Tomes & Co.	Manila	To-day
Cheng-chay	100	s McEgregor	Brit.	str.	4000 July 19	Jardine, Matheson & Co.	Kobe & Yokohama	July 21.
Giang-shi	100	s Gasson	Brit.	str.	2339 July 20	Jardine, Matheson & Co.		
Haitan	100	k Roach	Brit.	str.	1163 July 18	Douglas Steamship Co.		
Hansa	100	c Lange	Ger.	str.	1200 July 18	Larowitz & Co.		
Hohenzolern	100	s Flecker	Ger.	str.	2038 July 18	Melchers & Co.		
Holstein	100	s Pfand	Ger.	str.	985 July 19	Jensen & Co.		
Ingraban	100	s Schuder	Ger.	str.	894 July 17	Wiel & Co.		
Kachidate Maru	100	s Schneider	Ger.	str.	603 July 19	Hensmann & Co.		
Krim	100	s Narasawa	Japan.	str.	2143 July 18	Mitsui Bussan Kaisha	Kobe	July 22.
Loonmoon	100	c Ergeus	Norw.	str.	117 July 19	Jardine, Matheson & Co.		
Malvern Castle	100	s Schulz	Ger.	str.	1710 Jano 25	Simsen & Co.	K'loon	1
Martha	100	c Klirck	Brit.	str.	1494 July 14	Melchers & Co.	Saigon	July 21.
Mount Lebanon	100	c McKee	Brit.	str.	1656 July 18	Dodwell, Oarrill & Co.	Fientain	July 21.
Nanchang	100	c McLean	Brit.	str.	1060 July 18	Burtfield & Swire		
Namsai	100	s Stovell	Brit.	str.	1332 July 18	Bridley & Co.	Europe, &c.	July 21.
Onagan	100	s Finsapson	Brit.	str.	1060 July 18	Burtfield & Swire	Singapore, &c.	July 23.
Progress	100	s Stowell	Brit.	str.	1332 July 18	Bridley & Co.		
Proponis	100	s Schwitz	Fren.	str.	2 80 July 12	British India Maritime		
Sachsen	100	s Kynoch	Brit.	str.	128 July 12	Jardine, Matheson & Co.		
Tatar	100	c Broed	Ger.	str.	1399 June 27	Hung-Bing H. S. Co.	Europe, &c.	To-day
Tordena-jold	100	s Backhouse	Ger.	str.	3118 July 19	Melchers & Co.		
Triumph	100	s Sumy	Ger.	str.	1812 June 27	Hensmann & Co.		
Trocas	100	s Cornelison	Ger.	str.	820 July 14	Douglas Steamship Co.		
	100	s Douglas	Brit.	str.	735 July 17	Jardine Bushman & Manzall		
	100	s Danielson	Norw.	str.	975 July 19	Jensen & Co.		
	100	s Rike	Ger.	str.	2657 July 19	Arnhold, Karberg & Co.	Singapore	July 21
	100	s Barry	Brit.	str.	1149 July 17	Jardine, Matheson & Co.	Manila	July 22

Her Britannic Majesty's Ships on the China Station.

Name.	Reg.	Tons.	Guns.	I.H.F.	Captain.	Where at.
Alacrity	despatch-vessel	1700	10	3000	Commander Smith-Dorrien	Hakodate
Albatross	gunboat	1050	6	1 0	Commander E. F. Donville	Nagasaki
Archer	cruiser 3rd class	1770	6	3500	Comd. G. J. Kingsmill	Batavia
Centurion*	tinclaw battle ship	1400	14	18,000	Captain Spencer H. Login	Hakodate
Daphne	gunboat 3rd class	1163	8	2000	Commander Galloway	Shanghai
Eek	sloop	363	2	200	Lt.-Com. Chadwick	Yankee
Erin	gunboat 3rd class coast defence	465	2	380	Lieut.-Com. Gordon Mand.	Hongkong
Frankton	gunboat 2nd class	7350	12	12,000	Captain F. Jones	Nagasaki
Handy	torpedo boat destroyer	260	6	4000	Lieut. A. Gillespie	Yokohama
Hart	torpedo boat destroyer	260	6	4000	Lieut. H. F. Shakespear	Nagasaki
Humber	storeship	16 0	—	800		Hongkong
Immortalité	armoured cruiser, 1st class	5600	12	8500	Captain Edward Chichester	Wooing
Iphigenia	cruiser 2nd class	3600	8	800	Capt. H. T. Dudding	Yokohama
Ipheigenia	gun-ruised 2nd class	766	2	870	Commander B. G. Searles	Port Hamilton
Narcissus	armoured cruiser, 1st class	5600	12	8400	Capt. Wm. O. C. Fomlyth	Nagasaki
Phaon	gunboat 1st class	710	6	1700	Lieut. P. S. St. John	Timor
Phoenix	sloop	1050	6	1400	Capt. Cochran	Straits
Pilgrimage	gunboat 1st class	710	6	1200	Lieut. Dormer	Hongkong
Pique	cruiser 2nd class	3600	8	9000	Capt. A. C. Corry	Singapore
Pique	gunboat 1st class	755	6	1200	Lieut. Spencer V. Y. de Hovey	Yokohama
Plover	cruiser 2nd class	3600	8	9000	Capt. V. A. Badall	Nagasaki
Rainbow	gunboat 1st class	715	6	1200	Lt. Hon. G. A. Hardinge	Chempulpo
Rattlesnake	gunboat 1st class	300	6	870	Lieut. — E. H. Grafton	Hongkong
Redpoll	gun-ruised 2nd class	765	2	870	Capt. R. K. Macpherson	Hongkong
Swift	ex-transport	2047	—	2 200		Hongkong
Tamar	gun-ruised 3rd class coast defence	863	2	800		Hongkong
Tweed	cruiser	6500	12	8500	Capt. A. U. Clark	Hongkong
Undaunted	receiving ship	6187	14	—	Commanders S. Holland	Hongkong
Viceroy	coast defence ship, armoured	2760	4	1000		K'loon Dock

* Torpedo Boat in Reserve Nos. 8, 20, 35, 34, 37 and 38, first class; and of second class boats.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Big.	Tons.	Guns.	H. P.	Captain.	Where at.
Aldrich Korneloff	Russian cruiser	850	16	9000	Captain Molas	Vladivostok
Admiral Nakhimov	Russian cruiser	7791	18	8000	Captain Kachurichin	Macao
Africa	Portuguese transport	1893	2	770	Capt. Antonio Sergio de Souza	Vladivostok
Albatross	Russian gunboat	810	2	780	Captain Parangue	Ohefoo
Argonaute	German cruiser	1043	8	2950	Captain Broker	Manila
Argos	Spanish gunboat	608	2	600	Commander E. Cabezas	Bangkok
Aspie	French gunboat	475	3	450	Commander Journe	Yokohama
Bayard	French flag ship	700	12	4600	Commander Juhanet	Macao
Bonaparte	Portuguese gunboat	400	3	600	Lt.-Comdr. Jose dos Reis	Nagasaki
Bobra	Russian sloop	392	2	1500	Lieut. Bozman	Kobe
Boston	U. S. cruiser	2600	6	3700	Capt. F. Wildes	Manila
Castilla	Spanish cruiser	945	6	4416	Capt. A. Martin de Olliva	Manila
Cebu	Spanish ironclad	632	2	600	Lieut. A. Barrera	Nagasaki
Comete	French gunboat	496	3	590	Capt. Simon	Ohefoo
Corcoran	German cruiser	1640	8	2996	Capt. Brusaia	Japan
Destruction	French cruiser	3938	11	890	Capt. Renaud	Singapore
Detroit	U. S. cruiser	2309	9	7000	Captain Witham	Vladivostok
Dimitri Donakof	Russian cruiser	1200	4	1828	Com. E. Robion	Manila
Don Antonio de Ulloa	Spanish cruiser	1180	4	2000	Commander J. de la Concha	Manila
Don Juan de Austria	Spanish cruiser	1858	8	3500	Capt. Texier	Nagasaki
Eclairant	Spanish gunboat	560	3	600	Lieut. Com. T. Escudero	Manila
Eleanore	Russian gunboat	500	8	3500	Capt. Ben Brunnich	Manila
General Alava	Russian troopship	1520	3	1000	Capt. R. Rodriguez Trujillo	Ohefoo
General Leze	Spanish gunboat	1490	2	2100	Lieut. Com. H. Benavente	Nagasaki
Gramscotchy	Russian gunboat	1610	3	2300	Commander D. Regisado	Manila
Irene	German cruiser	1048	4	2200	Capt. Bouchaud	Ohefoo
Isala de Cuba	Spanish protected cruiser	1048	4	2200	Commander P. Barreto	Manila
Isala de Luzon	Spanish protected cruiser	1048	4	2200	Capt. Zere	Ohefoo
Jale	Russian flag ship	1877	18	6700	Capt. Lindstrom	Yokohama
Kajah	Russian sloop	1210	2	1100	Capt. Livinac	Manila
Korolev	Russian sloop	1542	2	1830	Lieutenant Gannet	Manila
Krasna	Russian gunboat	560	2	500	Commander Mackenzie	Manila
Lion	U. S. cruiser	1800	8	1600	Lieut.-Com. J. J. Daniels	Shanghai
Machias	Spanish transport	1900	2	750	Commander Kachaloff	Manila
Mandarin	Russian sloop	1200	8	1400	Com. O. Moroz de Guerra	Shanghai
Marquis del Duero	Spanish gunboat	560	2	850	Com. O. W. Farache's	Manila
Metewey	U. S. sloop	1370	14	17383	Captain J. J. Reed	Yokohama
Olympia	U. S. flag ship	1800	14	3000	Captain Radford	Nagasaki
Otravay	Russian gun boat	1690	2	8000	Captain Yessenski	Vladivostok
Pasani Amoy	Russian cruiser	1640	10	3300	Commander Koppell	Manila
Pashov	French cruiser	3998	14	8500	Commander Woods	Nagasaki
Pavel	U. S. cutter	894	4	1900	Lieut. Commander Vidal	Bangkok
Pervit	Russian gunboat	854	2	800	Captain Thiele	Yokohama
Pluvius	German cruiser	1440	12	8000	Capt. L. Ostrows	Kinch Dock
Polina Wilkshin	Russian cruiser	2630	3	1951	Comdr. Rodnikov	Vladivostok
Rafra Octavia	Spanish gunboat	10,323	90	12,350	Captain Starred	Vladivostok
Rink	Russian gunboat	950	9	1125	Captain Arromont	Manila
Silavski	Russian gunboat	524	3	1100	Comander F. Rebol	Manila
Sidon	Spanish gunboat	524	3	1100	Commander Journe	Bangkok
Suzanne	Spanish gunboat	1159	3	1200	Capt. Rogues	Manila
Taiwan	Russian gunboat	500	11	5500	Commander Stuckow	Kobe
Viper	U. S. cruiser	1700	2	2600	Commander Vandenberg	Vladivostok
Venduk	Russian cruiser	1220	4	1100		

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PAID-UP CAPITAL.....\$10,000,000.
RESERVE FUND....." 6,000,000.
RESERVE LIABILITY OF....."
PROPRIETORS....."\$10,000,000.

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For 3 months 3 per cent. per annum.
" 6 " 4 " "
" 12 " 4 " "

T. JACKSON,
Chief Manager.

Hongkong, April 10, 1967.

THE NATIONAL BANK OF CHINA, LIMITED.

AUTHORIZED CAPITAL,.....£1,000,000.
SUBSCRIBED CAPITAL,.....£ 500,000.

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Interest for 12 months Fixed 5 %.

Hongkong, October 23, 1894. 171

THE CHARTERED BANK OF INDIA
AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.
HEAD OFFICE, LONDON.

Dept. CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHARE-
HOLDERS £800,000
RESERVE FUND £375,000

at the rate of 2 % per annum on

Daily balances.
On Fixed Deposits for 12 months 4 %
 " " " 6 " 5 1/2 %
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Manager,
 Hongkong, June 2, 1897.

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TION. Rules may be obtained on :

INTEREST on deposits is allowed
3% **PER CENT.** per annum. Deposit

Office. **SHANGHAI BANK**, to be placed

125.—Nam Tai Insurance Co.
6.—Nam Wo & Co.
146.—National Bank.
139.—Naval Yard.

O

119.—Opium Factory.
46.—Opium Farm.
174.—Osborne E., Residence.

P

176.—Palmer and Turner.
19.—P. & O. S. N. Co.
69.—P. & O. Mess, Peak.
75.—Police Station, Central.
184.—Potts, W. Hutton, Residence.

R

34.—Ray, E. C., Residence.
51.—Ray, E. C.
103.—R. E. G. Guard Room.
104.—R. E. Mess.
198.—Reich & Co. Co.
140.—R. Utzer, Brockmann & Co.
76.—Richardson R. L. Residence.
194.—Ritchie, H. A.
30.—Ritchie, H. A., Residence.
45.—Rope Factory.
169.—Ross A., Residence.
120.—Ruttor, Joe, R.

S

59.—Sailors' Home.
4.—Sanitarium, Pok-foo-lam.
94.—Sasoon, M. S. & Co.
132.—Schroter, J. G., Residence.
4.—Shewan, Tomes & Co.
181.—Siebs, N. A., Residence.
91.—Slonassen & Co.
173.—Smith, A. Hadley.
166.—Skot H., Residence.
139.—Sloop Factory, Shaukiwan.
100.—Sperdy Flour Co.
61.—Stevens, G. R., Office.
62.—Do. do. Residence.
163.—Strada Insurance Co.
63.—Sui Kae & Co.

T

191.—Tai Hing Co., Bowington.
14.—Telegraph Companies.
28.—Tomes, O. A., Residence.
137.—Tong Lee Chan, Office.
138.—Tong Lee Chan, Shaukiwan.
34.—Tram Station, Peak.
93.—Yung Kee & Co.

V

139.—Vacuum Oil Co.

W

16.—Watson A. S., & Co.
6.—Wharf & Godown Co., How.
7.—Wharf & Godown Co., How.
21.—Wharf & Godown Co., Wan.
33.—Wharf & Godown Co., Wan.
67.—Wickham, W. H., Residence.
165.—Wiles & Co.
144.—Wing Roe & Co., Office.
145.—Do. Godown.
63.—Woo Kae & Co.

Y

181.—Yan Woo Co.
38.—Yuen Fat Hong.
73.—Yuen Luen Kee.
177.—Yuen Hop.

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